# Nauticus Further Discusses Front Business.

Pilotage Fees Revised - Comparis ons Are Made-The Tug-Incident of the Loss of a Vessel.

MR. EDITOR-Dear Sir:-If the few remarks and suggestions of mine about Pilot and Harbor affairs which you had the kindness to publish a few days ago have been the means of starting a discussion on the subject-my object has been attained. Pilot Lorenzen objects that the rate mentioned for small vessels was too low. Well looking from his point of view perhaps it is.

Let us say for instance, that a vessel as small as 100 tons requires a pilot and her pilotage bill both ways amounts to \$10 and the pilot pays the whole of that to his boat's crew and throws his own services in for love. He nevertheless has had a nice trip out in a whaleboat and comes in as passenger on the vessel if she is towed in, and now let us go to the other ex-treme and take the ship Roanoke, for instance, of 3,347 tons net. Her pilotage bill would be at the rates named-400 tons at 10 cents and 2,947 tons at 8 cents, amounting to \$275.76 or with per cent off for employing a tug \$206.82, which may and ought to be considered a very fair remuneration for a few hours' time. There is many a hard working man in Honolulu working from daylight till dark that would be glad to receive that amount for a whole month's work.

Pilot Lorenzen also objects that

pilots should be asked to perform a Harbormaster's duty, on the plea that a vessel may be waiting outside for a pilot. If there are four pilots as I sugbesides one as master of the tug. It is scarcely probable that they would all be employed berthing ves-sels at the same instant, I should think the pilots would be glad of a chance to show that they are willing to do something for the handsome living they would be able to make if the pilotage rates were established at the rates mentioned above. In the rates mentioned above. In the matter of keeping ships waiting for pilots outside, I can say that I have never yet had to wait very long. But inside bound out, I have several times had to wait, though the pilot was always ready, but under the mean and impecunious management of the pilotage business by the late Government there were, and are but two boats for three pilots, and sometimes had to wait until one of the boats returned from outside. Pilot Lorenzen feels any solicitude in the interests of the ships loss of time in being kept waiting outside for lack of a pilot, it is something shipmasters and shipowners ought to feel grateful for. (Most of the people having business to do with ships especially if they are strangers, devote all the day and lay awake a good part of the night, devising ways and means and laying schemes whereby they can make the most out of ships.) The above state-ment does not apply here as much as in some other parts. Ports of Califor-nia and Australia for instance. The statement of the pilot about what the underwriters require is evolved from his own mind's conscience, as their requirements vary, and are governed by custom, situation of the port, and cir-cumstances of the case, and the nature of the risk. I notice a disposition to depreciate the value of the tug's service. But who is there on board a sailing ship more helpless than the pilot unless he either has a leading wind or a tug ahead, (I mean a Honolulu pilot.)

The pilots reference to the necessity of having a pilot on board when in tow of a tug is singularly unfortunate. I happened to be a witness to the loss ofexact circumstances that the pilot supposes might occur. The hawser slip-ped or parted, and the ship was lost. The presence of the pilot might have kept the master in countenance, and relieved him of some responsibility. but it failed to save the ship. I stood on the end of the Pacific Mail wharf and saw all that happened and assisted in removing stores, rigging, etc., afterwards, and was a fellow passenger with the master of the lost ship afterwards on the steamship Suez.

With your kind permission, I will offer some other suggestions for the consideration of those who may have the reorganization of the harbor and pllot service:

A Board of Harbor and Pilot Commissioners to be appointed by the Governor who shall have authority over all matters connected with harbors and roadsteads. The appointment of pilots, harbormasters, whafingers, etc., with the approval of the Governor. 2nd. Four pilots to be appointed be-

sides the master of the tug.
Pilots to be on monthly salary, the same at present and all pilots to get

the same salary. All property pertaining to the pres-ent pilot establishment to be vested in

the Board of Pilot Commissioners. Pilots to be provided with boats and crews, one boat and crew for each

No vessel if in tow of a tug having a licensed pilot as master, shall be compelled to employ any other pilot or pay one-half pilotage. Rate of pilotage to be as follows: 10 cents per ton up to 400 tons net: 5 cents per ton for every ton over 400. 25 per cent reduction when tug is employed pilotage on steamers to be the same as the rate of sailing vessels under tow. The maximum rate to be \$200.

The above figures are for pilotage both ways. No special reductions in these rates to any ship or vessel, but all to pay the same rate proportional-ly and Chief Harbor Master to collect all wharfage and pilotage dues.

Under the above arrangements as to salary, etc., of the pilots they shall not be required to moor the ships they

bring into the harbor, only bringing them to an anchor or turning them over to a deputy harbor master, of which the ship harbor master shall

have two. The tug boat to remain under the orders of the Chief Harbor Master, and the charges for her service to be as follows: 5 cents per ton from or to any point within 5 miles of the port, and \$25 per hour for off shore towing.

My former suggestions with regard to rates of pilotage, I consider as generous to the pilots, though some reduc-tion from the old established rates, which were made many years ago. "when Adam was an Oakum boy in Chatham Dockyard," when a 700 ton ship was a very large ship, and now that tonnage of ordinary ships runs up into the thousands, and it takes but very little more time and trouble to handle them. The pilotage business of this port divided amongst a few men at the same old rate would be a veritable bonanza. The suggestions I offer today are in the interests of the shipping, and it may be said that the salary offered the pilots is too low. But no one knows better than the pilots themselves that there are two score of steamboat captains some of whom are quite as capable as any of the pilots are of bringing ships in and out of the harbor, many of whom would be glad to get an appointment as pilot at the salary at present allowed. Many apologies for the length of this scrawl.

Honolulu, August 17, 1898.

### MR. HITT'S VIEWS.

NAUTICUS.

#### Veteran Congressman Speaks of Commission Work

George Grantham Bain, the well known Washington syndicate correspondent, has sent out an article of a page on the Hawaiian Commissioner Congressman Hitt. Mr. Bain has been kind enough to send to the Advertiser a copy of this matter, from which the appended extracts are made:

Mr. Hitt has anticipated the annexation of Hawaii for more than eighteen years. He told me that he had discussed it with James G. Blaine, when he was first Secretary of State, and that he had said at that time to members of the House of Representatives that they would better be thinking of great comfort from them as she is some form of government for the new territory, because it was sure to be American some day.

Mr. Hitt told me that aside from the political and strategic value of the Islands on account of their position, he though a fuss entirely out of propor tion to their importance had been made about them. "Why think," he said "they are no bigger than many a congressional district, and they do not that of an average congressional district. Of course their prosperity will is planted over them, giving absolute assurance of stability, without possibility of any attempt to restore the ridiculous, queer little monarchy, or of foreign occupation. In that respect they are going to offer a better opportunity for investment under stable certain government and the property of the men who now live there will increase in value.

I once tried to get Congress to make in appropriation for dredging Pearl Harbor channel, so as to make the harbor available, and had the hope fnat then we could build fortifications to protect it and that the American flag attend. There were Woodmen present will be done now.

it would be Americanized. But we have read the same scripture lesson that never undertaken, while it remained was read at Honolulu and the choir a distinct sovereignty, to preserve it

I asked him if he believed that there was any danger of the introduction of eprosy into this country from Hawali "Not at all," he said. "We have a eper colony in Louisiana, and there is another in Canada. I never heard of anyone catching leprosy like smalloox, or yellow fever or measles, by merely being in the place where lepers were, or coming into passing contact with them "

I asked Mr. Hitt if the Hawaiian peo ple had acquired citizenship in the United States by the act of passing resolutions of annexation, and if we were herafter responsible for the acts of the Hawailan Government. He said in Pawaa, beyond the Waikiki turn, not understand this condition for the sum of \$34,000. would fully exist until we had taken possession of the Islands formally and raised our flag over them. Even after Beretania streets, running through the that, it is expressly provided in the block. It will be divided into four annexation resolution that the laws of the islands should remain in force until new laws are made by Congress. He said it was a recognized principle in placed on the market at once. all countries that existing laws continned in force until actually superseded by others. Merely because we had voted to annex the islands they could not be without law until Congress should make laws to govern them.

# Built Above Him.

Edgar Henriques is in dire pilikia about his residence property, at the corner of River and Vineyard streets, close to Nuuanu stream. River street is built up several feet higher than the low district manka of Kaumakapili and the macadam top of it touches the spear points of Henrigues' slat fence. Vineyard street is also high and rises as it approaches the site of the new bridge. This brings it up to the top of the fence on that side and leaves Henriques' property in the low ground Some effort may be made to raise that and other property in the neighbor-

# Mrs. Fisk Thanks Sympathetic People Here.

Her Son Was a Volunteer Soldier and Died in the Red Cross Hospital-Memorial Services.

#### CARD OF THANKS.

I wish to extend my most sincere thanks to the Red Cross Society of Honolulu and all who so kindly cared for my son in his sickness, and those who assisted in the beautiful decorations at the funeral, and so lovingly laid him

MRS. N. M. FISK, Adams, Neb.

Mother of Harry C. Fisk.

#### SOCIETY RESOLUTIONS.

Resolutions passed by Adams Camp of Modern Woodmen of America, No. 2003, Adams, Neb.:

Since in the providence of God our esteemed friend and neighbor Harry C. Fisk has been called to his long rest, while serving his country in Company D, of the First Nebraska Volunteers, having taken sick on ship board en route for the Philippines, and being left at Honolulu, where, despite all that tender, skillful hands could do, he died and was buried; therefore.

Resolved, That we, his friends and neighbors of Adams Camp do mourn deeply his untimely end, and that we extend to each and all, who in that far off country, now become a part of the United States, our sincere thanks and gratitude for the many kindnesses shown Harry while living, and the honorable Christian burial given his remains when dead. And, further, That we highly commend those who were a thoughtful in securing pictures of the different scenes of his burial and sending such kind, comforting letters with them to his mother, who lives with us and who has and will continue to draw bowed in grief such as mothers alone can have at the loss of their only child. Words fail to express what we feel toward you, but we know that the blessings of God and a sorrowing mother will ever rest on you for what you have done unto our brother.

W. N. RAMEY, M. D., W. B. JONES,

### Committee.

MEMORIAL SERVICES.

Sunday at 11 o'clock, says the paper ublished at Adams, Neb., the Methcontain a population more than half odist and Presbyterian churches joined in services in memory of H. C. Fisk, the volunteer soldier who died at Honolulu. The services were held in the increase as soon as the American flag M. E. Church. Flags and bunting were tastily arranged extending entirely around the room. The floral offerings were beautiful. A center piece at the pulpit had the initials, company and regiment in large letters. At the left was a Cuban flag, at the right an anchor, lower down U. S. flag and a pillow. The designs were all made of flowers and produced a beautiful effect. Besides these designs were many other floral tributes. The church was not large enough to accommodate the large number who attended. The G A. R. and Modern Woodmen attended as organizations, The Sunday school class, of which Harry was a member when he lived in Sterling, drove up to should float over it. That undoubtedly from Sterling and Firth, and a number

of other Sterling people. Rev. C. M. Junkin, of the James G. Blaine gave notice to the ian church, offered the opening prayer. vorid that if Hawaii was threatened Rev. J. G. Stanard, of the M. E. church, the ship Niagara on the west side of the entrance of this harbor under the lits acts.

sang "Rock of Ages, and Jesus the ship Niagara on the west side of the claims for damages arising from Lover of My Soul," which were sung by the choir at Honolulu. Rev. Stanard preached the memorial sermon, taking as his text, "A Time to Be Born and a Time to Die."

> Harry C. Fisk was the first of the United States Volunteer soldiers en route to Manila to die here. His funeral was held from Central Union church. The pictures referred to were made by Vida Thrum

# McCully Land Sold.

W. C. Achi & Co. purchased yesterday from Mrs. Ellen McCully-Higgins the twelve-acre tract of town building property east of the McCully home

The property is 600 by 900 feet in area, and fronts on both King and equal parts by the extending of streets and will then be cut up into building lots 75x140 feet. The lots will be

# Eugene de Burne.

Eugene de Burne is an applicant for a school under the Department of Education. He is from San Diego and was, until lately, inspector of schools for the county. Local people who have known the visitor say he has been one of the best and most prominent eduators in the San Diego neighborhood He comes to Honolulu, as to a new country with better opportunities and better remuneration. The Commissioners of Education will probably offer him the Waipahu school, near Pearl City, for a starter.

The California Feed Co. has secured the agency for Chloro-Naptholeum, a disinfectant which it is claimed will destroy roaches, mice, cabbage worms, potato bugs, mites and the horn fly. The first lot has arrived and will be placed on sale today.

## SHIPPING INTELLIGENCE.

#### ARRIVED AT HONOLULU.

Am. bk. S. C. Allen, Johnson, 11 days from San Francisco; 12 passengers and 1,200 tons merchandise to T. H. Davies

American schooner Endeavor, Mcllep, 28 days from Port Townsend, 792M feet lumber to order.

American bark Fresno, Underwood, 26 days from Nanaimo; 2,000 tons coal to Wilder & Co.

Stmr. Maul, Freeman, 18 hrs. from

Wednesday, August 24. Stmr. Kauai, Bruhn, 71/2 hrs. from Lahaina.

Stmr. Ke Au Hou, Thompson, 13 hrs. from Koloa. Am. schr. Esther Buhne, Anderson, 18 days from Eureka, 339M feet lumper for Oahu L. & B. Co.

Stmr. J. A. Cummins, Searle, 6 hrs. rom Waimanalo. Stmr. Walaleale, Mosher, 8 hrs. from Kahuku. Stmr. Mol Wahine, Sam, 25 hrs. from

Thursday, August 25. Stmr. James Makee, Tullet, 13 hrs. from Kapaa.

#### SAILED FROM HONOLULU.

Tuesday, August 23. Am. schr. Robert Lewers, Goodman, Port Townsend, in ballast. Stmr. Mikahala, Thompson, leeward

Kauai ports. Stmr. Kipau, Clarke, Hilo. U. S. stmr. Mohlean, Book, San Fran-

S. Cruiser Philadelphia, Wad 11. eigh, Hilo.

Stmr. J. A. Cummins, Searle, Waimanalo. Stmr. Upolu, Hellingsen, Kohala,

Stmr Ke Au Hou, Thompson, Laha-Am. schr. Reaper, Young, Port Anreles in hallast.

Wednesday, August 24.

Schr. Kawailani, Kaoni, Koolau. Thursday, August 25. Stmr. Hawaii, Macdonald, Hamakua. Stmr. James Makee, Tullet, Kapaa. Stmr. Noeau, Pederson, Honokaa. Stmr. J. A. Cummins, Searle, Waimanalo.

#### PASSENGERS. Arrived.

From Kauai, per stmr. James Makee August 25.—Dr. C. A. Peterson, H. S. Townsend, M. D. Monsarrat.

#### Departed.

For Maul and Hawait ports, per stmr. Kinau, Aug. 23.—Liliuokalani and two servants, Dr. English, J. Heleluhe, C. Kaiser, H. H. Renton, J. W. Bergstrom, E. H. Hitchcock, Dr. J. Wight, P. K. Hickey, J. F. Hackfeld, C. B. Olsen, Mrs. Susan Paalua, Mrs. Choy and baby, Mrs. Irene Brown, two children and maid, Miss Herrick, Mrs. Noonan W. Dunn, J. W. Smith, W. F. Haynes H. J. Donnelley, H. C. Wheatley, H. P. Sehr, P. Peck, C. C. Kennedy, Mrs. H. W. Brown, Mrs. W. A. Hardy, Miss A M. Prescott, Mrs. Annie Kaikapu, Mrs. Carter and two children, D. Morton and wife, K. Cameron, G. M. Babcock E. R. Gibson, W. Hancock, D. Samples Miss Mist, Mrs. Hawkyard and daughter, Mrs. H. Vida and child, Mrs. Chung Kee and girl, Mrs. Nawahi, Master Kay, Mrs. McKenzle, child and servant Miss Moy Kong, Miss Akina, Mrs. E R. Hendry and son, L. T. Grant, Dr. foore, Master Winter, Miss A. Winter, Miss Wight, Mrs. J. Wight, Miss Kimball, Miss Daisy Kimball, L. T. Kenake T. B. Walker, Mr. Kluegel, John A. Perreira, Masters E. and A. Akina, Master Harry Swinton.

For Kauai ports, per stmr. M.kahaa. Aug. 23 .- J. Deyer, J. M. Lydgate, E. T. Seidenholm, Miss Bartels, S. P. Ozaki, S. Yerina and wife, Mrs. Schimmelfenig, Mrs. Gandall, A. St. M. Mackintosh, Mr. Delacy, J. T. Teller, Mrs. Goodacre, J. S. Perry, C. Bishop, Mr. lchino, Shiba, Mr. Askew, D. Conway H. S. Townsend, James Taylor, B. . Marx. W. Kinder.

For Hamakua, per stmr. Noeau, Aug. 25.—J. M. Horner and A. Horner.

# WHARF AND WAVE.

Naval row is empty.

Nineteen sailing vessels in port. The little schooner Concord is idle in he stream.

The schooner Jessie is loading bal ast for the coast.

The collier Vincent is at the new Fort street wharf.

The collier Endeavor will discharge at new Fort street wharf.

The bark S. C. Allen arrived yester day from San Francisco with genera cargo.

The transport Tacoma is at Irmgard wharf, where she will remain until he departure for Manila. The bark Mohican, from this por

sugar laden, was overdue at San Francisco according to last mail. The steamer Kaena will be laid up

for the present as the traffic to Waialua is too small to pay for a steamer to that port.

The two children of Captain Mc-Allep of the schooner Endeavor were passengers on that vessel from Puget Sound yesterday. The steamer Maui, from windward

Hawaii ports yesterday morning, brought a big cargo of 13,559 bags of sugar and 75 head of cattle. The steamer Hawaii took a big cargo of lumber to Hawaii ports yesterday. There were also some passen-

gers for the Settlement. Captain Underwood's son accompanies him as a passenger on the bark Fresno which arrived from British

Columbia yesterday afternoon. The following steamers are up and loading to sail today: Waialeale, for Kalihiwai, Kilauea and Hanalei, and

# the Kaual, for Nawiliwill, Kolon, Ele-ele, Makawell and Walmea, both at 4 o'clock p. m. BY AUTHORITY.

Lieutenant Commander Curtis has taken command of the Albatross which salled for the Guatemala, August 11th, from San Francisco. Upon his arriva there Captain Mozier will assume command and Curtis will return to Mare

The schooner Esther Buhne, lumber laden from Eureka, arrived last even ing and moored to the railway wharf. She is consigned to the Oahu Lumber & Building Company. Capt. Anderson reports an uneventful voyage and fair weather.

Capt, Ewart, of the bark Colusa, is having some trouble with his sailors. One of them did the sneak act early yesterday morning, taking along with him the captain's gig. The boat was found later at the Mail wharf, but the tar is still missing.

Captain Bluhm who sold out his interest in the schooner W. H. Tallot and announced his intention som months ago of quitting the sea forever has reconsidered his decision evident ly. He is reported to be building a big four-masted barkentine on the Coast and will bring lumber to the Islands as soon as she is completed.

#### Electric Lamp Fell.

The electric lamp near Mrs. S. N Castle's place on King street, broke from the wiring above it last night and tumbled to the ground. It was wrecked and the wires were broken. The works up the valley sent men down promptly to clear the debris and repair the damage.

#### Captain Complimented.

Capt. Johnson, of the bark S. C. Alen, has been the recipient of a dinner and a testimonial from the passengers, who came with him on the last trip from San Francisco. Visitors to the cabin of the S. C. Allen have admired erament Pound at Makawell. District he painting of the gallant bark which Capt. Johnson has executed since his former visit here.

#### Complexion Worn Here. (Exchange.)

An American woman in Honolulu writes: "I never realized the advantage of a good complexion until I came here. The complexion is much more important here than at home. There is so much more of it worn, you know.

#### METEOROLOGICAL RECORD. By the Government Survey. Published

DAY.	-	BAROM		THERM		-2	3	91	-	1
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Barometer corrected for temperature and elevation, but not for gravity.

# U. S. Branch Hydrographic Office,

San Francisco, Cal By communicating with the Branch Hydrographic Office in San Francisco captains of vessels who will co-oper-ate with the Hydrographic Office by recording the meterological observaorwarded to them at any desired port and free of expense, the monthly pilot charts of the North Pacific Ocean and the latest information regarding the langers to navigation in the waters

Mariners are requested to report to the office dangers discovered, or any of the premises described in Royal Patother information which can be utiwhich they frequent. lized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

W. S. HUGHES, Lieutenant, United States Navy.

### ADMINISTRATRIX SALE OF REAL PROPERTY.

UNDER AND BY VIRTUE OF AN order of the Hon. A. Perry, made on the 13th day of June, 1898, the under signed will sell at public auction, in the auction room of J. F. Morgan, Queen street, Honolulu, on the 29th day of September, 1898, at 12 noon, some fine ands in Puna, Hawaii, as follows: 1-158.95 acres in Kalapana, suitable

for house lots or fruit and vegetable cultivation. 2-296 acres in Kaunaloa and Ki, a portion of which is excellent for coffee The undersigned reserves, from the above, the right of 5 acres for harbor

Further information may be had of W. R. Castle in Honolulu, or of MRS. EMMA NAWAHI. Administratrix.

This sale has been postponed from August 15th to the above date, and the

# place of sale changed from Hilo to Ho-CORPORATION NOTICE.

nolulu.

NOTICE IS HEREBY GIVEN THAT the Kekaha Sugar Company, Limited been organized under the laws of the Hawaiian Islands by Articles of Association duly filed in the office of the Minister of the Interior and has elected the following officers for the

Paul Isenberg ..... President. A. S. Wilcox .... Vice President. J. F. Hackfeld .... Treasurer. F. W. Glade ..... Se E. Kruse ..... Auditor.

Such officers, with Geo. N. Wilcox, Otto Isenberg and H. P. Faye, consti-tuting the Board of Directors.

F. W. GLADE, Secretary Kekaha Sugar Co., Ltd. Honolulu, August 10, 1898. 4995 1993-3tF

### PUBLIC LANDS NOTICE.

On August 3d, at 12 o'clock noon, at ront entrance of Judiciary Building

vil be sold at public auction: Lease of the Government land of Calapue, Molokai, and of undivided interest in the adjoining land of Kahananul, containing \$50 acres, more or less.

Term 21 years.

Upset rental \$100 per year. Lease is on special conditions as to encing and tree planting for particulars of which apply at Office of Public Lands, Honolulu.

J. F. BROWN,

Agent of Public Lands. July 11th, 1898. 1985-td

PUBLIC LAND NOTICE. On Wednesday, August 31, 1898, at 12 o'clock noon, at front entrance of Judiciary Building, Honolulu, will be

sold at public auction, the Lease of the Government Lands of Kaluapuhi and Halekou, in Kaneohe, Koolaupoko, Oahu, containing 350 acres, a little more or less-Grazing Land and Fish Ponds.

Terms: Twenty-one years. Rental per annum: Upset, \$300. Payable semi-annually in advance For further particulars, inquire of Public Lands Office, Honolulu.

J. F. BROWN, Agent Public Lands. Dated July 26, 1898. 1990-td

MR. C. H. PERRY has this day been appointed Pound Master for the Govof Waimea, Island of Kauai, vice Jas. Campsie, resigned.

J. A. KING. Minister of the Interior. Interior Office, Aug. 18, 1898. · 1995-3t

MORTGAGEE'S NOTICE OF INTEN-

TION TO FORECLOSE.

In accordance with the provision in a certain indenture of Mortgage dated the 5th day of August, 1895, and made by Puu (k) and his wife, of Kahana, Koolauloa, Island of Oahu, to Antone Manuel, of the same place, and of record in Liber 157 on page 148, and by said Antone Manuel duly assigned to S. K. Ka-ne (Trustee) by document of record in Liber - on page notice is hereby given that the undersigned intends to foreclose said mort-gage for condition broken, to-wit: the non-payment of the principal and in-

terest thereon. Notice is also hereby given that after the expiration of three weeks from the date of this notice, the property in said mortgage deed described. will be advertised for sale at public auction in the City of Honolulu, Island of Oahu, on Saturday the 24th day of September, 1898, at 12 noon of that lay at the auction room of Jas. F. Mor-

S. K. KA-NE. Attorney-at-Law. Dated, Honolulu, August -, 1898. 1. The property in said Mortgage deed described is the unidivid-ed one-half interest of Puu, the in that certain

For further particulars apply to

2. One share in Hui land of Kahana, Koolauloa, Island of Oahu.

cel of land situate at Paiwa, Wai-

IN THE CIRCUIT COURT OF THE Fourth Circuit, Hawaiian Islands. In the matter of the Estate of the Wing

Chong Sing Company, Hilo, Ha-waii. A Bankrupt. Upon reading the petition and upon proof before me taken, I do find that the said Wing Chong Sing Company has become a Bankrupt' within the true intent and meaning of the Laws Regulating Proceedings in Bankruptcy in the Hawaiian Islands. And I do hereby

declare and adjudge them bankrupt accordingly. And I do further order that the Creditors of said bankrupt come in and prove their debts before such Judge of the Circuit Court of the Fourth Ciruit as shall be sitting at Chambers at the Court House, Hilo, Hawaii, on Monday, the 5th day of September, A. D. 1898, at 9 o'clock a. m., and elect an Assignee, or Assignees of the said

Dated Hilo, August 8, 1898. By the Court,
DANIEL PORTER.
Cler 1995-3tF

bankrupt estate.

# ADMINISTRATOR'S NOTICE.

 The undersigned having been duly appointed administrator of the estate of James I. Dowsett, late of Honolulu, deceased, notice is hereby given to all persons having any claims against the estate of said James I. Dowsett, to present the same duly authenticated and with proper vouchers, if any exist, even if the claim is secured by mort-gage upon real estate or otherwise, within six months from the first pub-lication of this notice, to the under-signed at his office on Merchant street, in said Honolulu, or they will be forever barred. And all persons indebted to said estate are requested to make immediate payment thereof to the

undersigned at his said office.

JOHN M. DOWSETT. Administrator of the Etate of James I. Dowsett, deceased.

Dated Honolulu, July 29, 1898. 1989-6tF